

# **PUBLIC INFORMATION MEETING SUMMARY**

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South Mountain Freeway Study  
59th Avenue Alignment Alternative

ADOT Project No. 202L MA 054 H5764 01L  
Federal-aid Project No. NH-202-D(ADY)

Prepared for:  
Arizona Department of Transportation



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## 1.0 Introduction

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) continue to study the proposed South Mountain Freeway in the Phoenix metropolitan area in Maricopa County, Arizona. The study team is following the federal process defined by the National Environmental Policy Act to complete a Draft Environmental Impact Statement (EIS) for the study. Currently, ADOT is revising the Administrative Draft EIS, and Location and Design Concept Report to include changes to the Maricopa Association of Governments' (MAG) *Regional Transportation Plan*.

Figure 1 below illustrates the study area with identified alternatives. In response to declining revenue to support regional projects, the MAG Regional Council voted in October 2009 to approve the revised regional plan. The following changes were included for the South Mountain Freeway:

- reduce the proposed freeway to eight lanes (from the previous ten-lane concept)
- shift the Western Section alignment between Lower Buckeye Road and I-10 to connect at 59th Avenue (rather than at 55th Avenue)

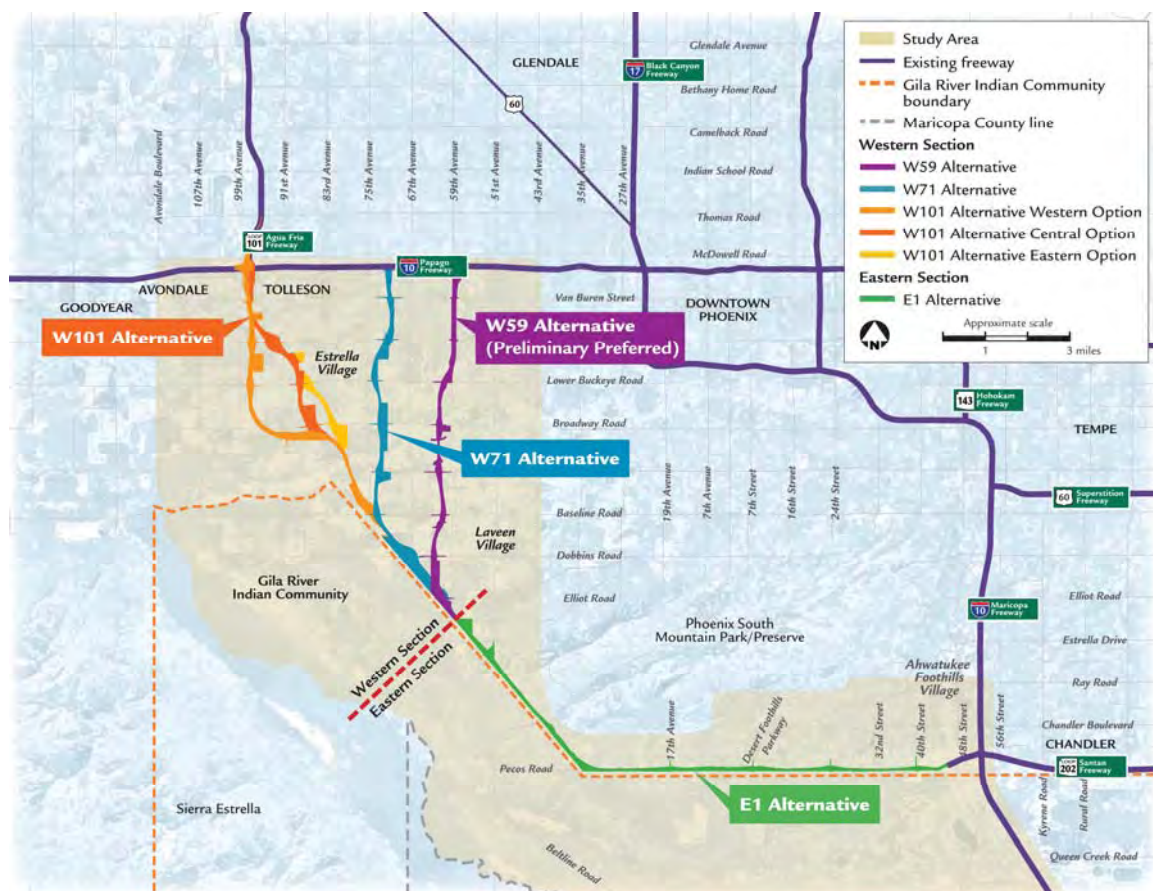


Figure 1. Study Area

The public information meeting to discuss the 59th Avenue connection occurred on February 10, 2010, with the official comment period ending on February 24, 2010. The following summary includes the information and presentation provided during the public meeting, as well as a summary of comments received from participants and responses from the study team.

## 2.0 Public Meeting Materials and Comments

### 2.1 Newspaper Display Notices

A newspaper display notice announcing the public information meeting was published in four newspapers—*Arizona Republic* (Zone 5 edition), *Prensa Hispana*, *La Voz*, and the *Arizona Informant*. The newspaper display notices are attached (Appendix A). Table 1 shows the dates of publication.

**Table 1. Publication of newspaper display notices**

Publication	Date published
<i>Arizona Republic</i> Zone 5	January 27, 2010
	February 1, 2010
	February 3, 2010
<i>Prensa Hispana</i>	January 27, 2010
	February 3, 2010
<i>La Voz</i>	January 29, 2010
	February 5, 2010
<i>Arizona Informant</i>	January 27, 2010
	February 3, 2010

### 2.2 Informational Postcard

The study team prepared and distributed an informational postcard inviting the public to attend the public meeting, held on February 10, 2010, at the Sunridge Elementary School cafeteria, 6244 W. Roosevelt Street, Phoenix. The postcard was mailed on January 28, 2010, to approximately 4,000 individuals on the mailing list. The mailing list included property owners within an area bounded to the north by McDowell Road, to the south by Lower Buckeye Road, to the east by 55th Avenue, and to the west by 63rd Avenue. A copy of the informational postcard is attached (Appendix B).

### 2.3 Doorhanger

Bilingual doorhangers were distributed on February 2, 2010, to specific homes and apartments within the W59 Alternative footprint. Twenty-eight doorhangers were placed at individual homes. Four doorhangers were posted at each of the mailbox areas of both

apartment complexes, Liberty Cove and Southwest Village Apartments. Seventy-five doorhangers were also placed in each of the apartment complex offices. A copy of the doorhanger is attached (Appendix C).

## **2.4 Newsletter**

A newsletter was distributed to the entire study area on February 5, 2010. Approximately 65,000 were distributed. The newsletter provided an update on the status of the study, alternatives under evaluation in the Draft EIS, and public input opportunities. A copy of the newsletter is attached (Appendix D).

## **2.5 Web Site**

The study Web site ([www.southmountainfreeway.com](http://www.southmountainfreeway.com)) was updated with current information associated with the W59 Alternative and MAG's updated RTP, study schedule, and archived previous study information. The Web site updates were activated on January 27, 2010. In addition, the Web site announced the W59 Alternative public information meeting and posted all materials following the meeting.

## **2.6 Public Information Meeting**

The meeting provided an overview of the study and the proposed connection of the South Mountain Freeway to Interstate 10 at 59th Avenue and the study and right-of-way processes and schedule. It provided the opportunity for community members to ask questions and provide input. Ninety-three individuals attended the meeting. A copy of the sign-in sheet is attached (Appendix E).

The meeting was held on February 10, 2010, at the Sunridge Elementary School cafeteria, at 6244 W. Roosevelt Street in Phoenix, from 6 p.m. to 8 p.m. It included a formal presentation regarding the W59 Alternative recommendation, followed by a question-and-answer session with representatives from ADOT. An open house forum concluded the meeting, where representatives from the study team were present to answer additional questions from the public. Copies of the presentation and display boards are attached (Appendix F). Roll plots identifying the proposed right-of-way necessary for the W59 Alternative and associated improvements were also available for the public to view. Right-of-way maps are available online at: [www.azdot.gov/Highways/Valley\\_Freeways/Loop\\_202/South\\_Mountain/library.asp#maps](http://www.azdot.gov/Highways/Valley_Freeways/Loop_202/South_Mountain/library.asp#maps).

## **2.7 Question-and-answer Session**

After the presentation, meeting attendees were able to provide input on the study information presented as well as provide comments on issues of importance. Written questions and comments received during the meeting on question/comment cards were collected by the team and presented to ADOT representatives for responses. Twenty-one comment cards were collected. The questions and responses provided at the meeting are located in Table 2.

**Table 2. Public comments**

Issue	Comment	Response
Addition of future lanes	While the study has reduced the number of lanes from ten to eight, can we go back and add to it?	Technically, yes, we could add those lanes in the future. The original ten-lane concept was essentially establishing a ten-lane footprint and building the lanes that we would build today to the outside. Then, new lanes would be added to the inside. This ended up being a costly solution. For this reason, we have gone back to the original vision for the freeway, which was eight lanes.
Air quality	Will there be an air quality study along 59th Avenue and added as part of the EIS <sup>a</sup> ?	Yes, absolutely. The EIS is being updated to reflect this change.
Alignment shift	How was it decided to shift from 55th to 59th Avenue?	Because of budget constraints, an evaluation was done to see where costs could be cut. Through this study, a shift from 55th to 59th Avenue was found and agreement was reached between Phoenix, MAG <sup>b</sup> , and ADOT <sup>c</sup> that this was a positive change.
Community impacts	I live at 62nd Drive, how is the freeway going to affect my neighborhood?	That might be a better question to ask the engineers at the plots in the back. They can show you with the lines and the drawings what it might look like and what some of the effects you could expect would be.
	How will the 59th Avenue and Broadway area be affected?	
	Can you comment on homes west of 59th Avenue and south of I-10 <sup>d</sup> to Van Buren Street?	Please see one of the study team members at the roll plots so that they can show you what will happen in this specific area and answer your specific questions.
Construction phasing	Would construction start on the northern end or the southern end?	We cannot answer this question right now. This information will come later in the project as part of the implementation plan. The whole thing is one, 22-mile-long project, and we cannot start in one place without approval on the whole thing. We will also have to look at factors such as drainage, traffic, etc., to decide where would be the best place to start.
	Will you start on the 59th Avenue link before there is a final decision on the southeastern section?	No, we have to have a decision on the whole project. The federal government will not allow the project to be broken up.

**Table 2. Public comments**

Issue	Comment	Response
Coordination with adjacent projects	How will ADOT work with City of Phoenix Streets Department to enhance current projects under way at Lower Buckeye Road?	Answered by a City of Phoenix representative: The City of Phoenix would have to look at what we have in our current transportation plan for all of our streets that we build within the City of Phoenix. Depending on how we are working with and coordinating with ADOT, we would have to look at what improvements, based on the phasing of the construction of the freeway, we would have to include in our transportation plan, for right now. There are projects being done in the southwest area. We would have to look at these to determine the phasing.
Costs	Has the cost of utilities been calculated along 59th Avenue yet?	These are being calculated now. Because this shift was just determined in November, there is a still a lot of information to be collected.
	Have you calculated the costs of relocating the businesses on 59th Avenue?	We are in the process of doing this now. We are meeting with those business owners, assessing their needs, and working through this process with the right-of-way staff.
DEIS elements	Are smog, traffic, and pollution being studied?	Yes, they are all included in the Draft EIS, and that is the document that the public will have 3 months to review and provide comments on. Members of the public will also be able to provide comments in a public format—a public hearing.
Environmental justice	Can you explain what Title VI is?	Title VI is part of the Civil Rights Act and says that as we consider the impacts of a freeway on a community, we have to be concerned about having a disproportionate impact on neighborhoods that are populated by either low-income people or minorities or other special groups. It's called environmental justice in the study and it is to make sure that we don't just go in and take the cheapest right-of-way, but instead consider all of the impacts and weigh all the factors.
Funding	What effect does funding have on the timetable?	If funding improves, things could move faster. If funding continues to deteriorate, the schedule could be lengthened for when the process and project could be completed.
	Would deterioration in funding delay the start of the project as well?	Yes, funding would certainly delay construction activities. We are committed to getting the process completed, the environmental document done, and a decision made, but then the challenge is having enough money for construction. Right now, we have the money.

**Table 2. Public comments**

Issue	Comment	Response
GRIC <sup>e</sup> coordination	Where is the study with regard to the Eastern Section and the GRIC?	Just two weeks ago, the GRIC extended an invitation for us to extend our study south of Pecos Road. The tribe is still in opposition to the South Mountain Freeway, on or off the reservation. But, they recognize that construction of the freeway may happen. So they've invited ADOT to study the area south of Pecos Road to examine alternatives.
Impacted businesses	Was any analysis done of the size of the businesses involved for the business impacts between 59th Avenue and 55th Avenue?	We are in the process right now of meeting with property owners and getting a firm understanding of the impacts for businesses on 59th Avenue. Because this change just occurred in November, we are still working to get the level of detail that we had for 55th Avenue.
Local street access	How will local streets south of I-10 retain access?	Any of the local streets that are cut off by the freeway will be reconnected by a frontage road that will be built. Local access will be maintained.
	Could you address local access on residential streets west of 59th Avenue, north of Van Buren Street and south of I-10?	Please see study team representatives at the roll plots so that they can show you on the map.
Noise	What does ADOT do to address noise?	Most of the noise comes from tires. ADOT builds noise walls and uses rubberized asphalt. Rubberized asphalt is planned as part of this freeway. Right now we can't say where or if walls will be constructed, but a process is completed to determine this and ADOT will mitigate for noise at 64 decibels.
	What about the noise inside the home?	Part of the analysis, once a handle is gotten on the noise values, is the right-of-way close to the homes. If the numbers are high, then ADOT will go into the home and make certain that it's below the criteria. The noise analysis will look at what future noise is predicted with the freeway traffic volumes, not how they are today.
	How long will the walls be alongside the traffic lanes? How tall will the noise walls be?	They will vary from 10 to 20 feet in height.
Paradise Parkway	Could you address the Paradise Parkway, State Route 50?	The Paradise Parkway was discontinued as a project in 1994 by Governor Symington as part of Project SLIM in an effort to balance the Prop 300 Program.
Property acquisition	How does ADOT go through the process of buying a house and helping the resident relocate?	This is a very personal situation, not one that can be given a specific answer. If you talk with right-of-way staff in the back, they can talk to you in detail about the property acquisition and relocation process. ADOT will pay fair market value for homes, and there is relocation assistance for residents and others.

**Table 2. Public comments**

Issue	Comment	Response
Relocation assistance	Information about relocation assistance and its availability.	This question is best answered by the ADOT right-of-way staff.
Schedule	Is there a time frame for when construction at I-10 and 59th Avenue may begin?	Officially the program, meaning sort of the schedule, or the budget, shows somewhere in the neighborhood of 2015. That is assuming that things keep moving. And that is a difficult question because this project has had its challenges with the schedule. All I can promise is that we are moving as quickly as we can to finish the environmental document, and then get to a final decision.
	When will the Draft EIS be released?	We don't know. We are moving very quickly to try to complete the process. Having recently heard from the GRIC to allow ADOT to extend its study, the study could be delayed should the opportunity arise to study an alternative on GRIC land.
	What is the timetable for the project?	At this time, a timetable can not be determined. We are budgeting for 2015 for construction in the Western Section.
Traffic	Will there be increased traffic on I-10 to the Loop 101?	Yes, when we put the South Mountain Freeway traffic onto I-10, it will slightly increase the traffic volumes on I-10. But, they are going to increase anyway. The purpose of State Route 801 is to try to relieve some of the traffic along I-10.
Union Pacific Railroad	Is the freeway elevated over the Union Pacific Railroad?	Yes.

<sup>a</sup> Environmental Impact Statement

<sup>b</sup> Maricopa Association of Governments

<sup>c</sup> Arizona Department of Transportation

<sup>d</sup> Interstate 10

<sup>e</sup> Gila River Indian Community

## 2.8 Court Reporters

Two court reporters were present at the meeting to record the meeting presentation and the question-and-answer session. They were also available to take comments from meeting attendees before, during, and after the meeting. The court reporters received two public comments. They were both received before the start of the meeting and are included below in Table 3.

**Table 3. Court reporter comments**

Issue	Name	Comment
Business impacts	Mike Whittman	Comment on behalf of Jacobson Companies, who operates a cold-storage facility located at 1 North 59th Avenue. They are in opposition of the path of the South Mountain Freeway due to its extenuating effect on their facility. The 7-million cubic foot facility contains 25,000 pallet positions of frozen and chilled food products, which accounts for 30 percent of the public storage-cold storage in the Phoenix area. They have been in the market since 1984 and their lease extends until 2019. They also have land to add on an additional 90,000 square feet. They employ 120 associates, which accounts for \$2.5 million in annual wages for employees and contributed \$162,000 in payroll taxes to the State last year. Because they operate a freezer with 14,000 pounds of ammonia, it is not something that they can easily move. They have estimated that construction costs to replicate this building will exceed \$20 million, excluding the cost of land. Moving expenses have been estimated at \$2 million. An open invitation to the study team is extended to come and see their operations.
	Rodney Ott	An attorney representing SJW Land Company, wanted to voice his support for the comment of Mike Whittman, as SJW is the landlord of the building being spoken of. It would be very expensive, difficult, and counterproductive to tear down that building because it would be almost impossible to move and replicate.

## **2.9 Written Comments**

Comment forms were distributed to meeting attendees. Meeting attendees were encouraged to complete and submit these forms to the study team by February 24, 2010. One comment form, three letters, and 20 e-mails were received. Written comment forms, letters, and e-mails received and the responses provided are summarized in Table 4. A copy of written comments received is attached (Appendix G).

**Table 4. Written comments**

Topic	Comment	Response
59th Avenue Alternative	What is the likelihood that the 59th Avenue alignment will be chosen?	In October 2009, MAG's <sup>a</sup> Regional Council voted to approve the revised <i>Regional Transportation Plan</i> , which identifies the 59th Avenue alignment as the Preliminary Preferred Alternative for the Western Section of the South Mountain Freeway. The preferred alternative will be identified in the Draft EIS. <sup>b</sup>
71 <sup>st</sup> Avenue Alternative	Concerned that the freeway is going to be placed on 71st Avenue and not being considered on 51st or 59th avenues at this time.	In 2006, ADOT <sup>c</sup> and the regional authorities designated 55th Avenue as the "Preliminary Preferred Alternative." Due to budget constraints, an evaluation was completed to see where costs could be reduced to the <i>Regional Transportation Plan</i> . The 59th Avenue Alternative was recommended as the Preliminary Preferred Alignment following this effort. As part of the NEPA <sup>d</sup> process, all action alternatives in the Study Area must be included in the documentation as being previously considered. However, the 59th Avenue Alternative is currently identified as the Preliminary Preferred Alternative in the Western Section.
Alternatives evaluation	Why was 55th/59th Alternative chosen over the W101?	<p>The W101 Alternative presented a number of problems:</p> <ul style="list-style-type: none"> <li>• The right-of-way would eliminate a substantial portion of the remaining developable land in Tolleson.</li> <li>• Skewed arterial street interchange configurations would be required to connect with planned routes.</li> <li>• Resolutions passed by the City/Town Councils of Avondale, Buckeye, Gila Bend, Goodyear, Litchfield Park, Phoenix, and Tolleson supported the W55 Alternative (now closely represented by the W59 Alternative) and opposed the W101 Alternative.</li> </ul> <p>The W101 Alternative was never envisioned as the I-10<sup>e</sup> connection for the South Mountain Freeway through the past 30 years of freeway planning. As a result, there would need to be substantial investments made to reconstruct the Loop 101/I-10 traffic interchange and to add capacity on Loop 101 to handle the influx of traffic. The W59 Alternative allows traffic to be split between eastbound and westbound directions; that separation would be lost with a Loop 101 connection.</p>
Alternative maps	Request for aerial map showing right-of-way.	Mapping is available on the study Web site < <a href="http://www.southmountainfreeway.com">www.southmountainfreeway.com</a> >..

**Table 4. Written comments**

Topic	Comment	Response
Business impacts	I own and operate the Waffle House at I-10 and 59th Avenue. Any updates as to how long we may be in business would be appreciated.	The business will be kept informed as the study progresses and contacted by ADOT Right-of-Way should the business be impacted.
	Does ADOT have information on the size of the businesses affected, number of employees, and repercussions of business relocations?	ADOT is in the process of conducting value level assessments on properties located along the 59th Avenue alignment. The purpose of this appraisal process is to ascertain the right-of-way costs and relocation efforts necessary for ADOT's planning and budgeting purposes.
	A cold storage facility is located within the 59th Avenue preliminary preferred alignment. The business owner and leaser of the property are both concerned as this would be a very expensive and extensive facility to relocate and would result in the loss of more than 100 jobs.	ADOT is in the process of conducting value level assessments on properties located along the 59th Avenue alignment. The purpose of this appraisal process is to ascertain the right-of-way costs and relocation efforts necessary for ADOT's planning and budgeting purposes. Information regarding ADOT's Relocation and Acquisition process was provided. The property owner and lease were encouraged to contact ADOT Right-of-Way for further information regarding their specific parcels.
E1 Alternative	How far north into the Ahwatukee Foothills along Pecos Road will the E1 Alternative go? Or, should an alternative be identified on the GRIC <sup>f</sup> , how far south will it be?	The northern boundary varies throughout the corridor. Between I-10 and 27th Street, the proposed freeway would remain south of all the existing development. Between 27th and 15th streets, it would remain south of Liberty Lane. Land between 17th Avenue and Chandler Boulevard would be south of Cedarwood Lane. West of Chandler Boulevard, the right-of-way would affect homes south of Cedarwood Lane. An alignment has not been identified or located at this time on GRIC land. Only recently have they submitted a letter expressing their desire to assist in the study of potential alignments on their land. However, the official position of the GRIC is opposition to construction of the South Mountain Freeway on their land.
	Would there be an entry/exit ramp on West Chandler Boulevard heading north? Would West Chandler Boulevard hook up with the Chandler Boulevard north on Foothills Parkway?	The closest exit would be 17th Avenue. Access to areas to the west of 17th Avenue will be available via Chandler Boulevard.

**Table 4. Written comments**

Topic	Comment	Response
E1 Alternative (continued)	Would prefer to see the E1 Alternative through the GRIC and, if opposed, to the Pecos Road alignment.	Other Eastern Section alignments were studied but eliminated due to substantial impacts or their inability to satisfy the purpose and need of the proposed action. While ADOT and FHWA <sup>9</sup> have been coordinating with the GRIC, the official position of the GRIC is opposition to construction of the South Mountain Freeway on their land.
GRIC coordination	Why is an alternative located on the GRIC not included in the study?	ADOT and FHWA have been coordinating with the GRIC since 2001. While they have recently agreed to assist in the study of potential alignments, an alignment has not been identified or located at this time. In addition, the official position of the GRIC is opposition to construction of the South Mountain Freeway on their land.
	Concern that ADOT has no intention to slow the study down and that this may lead to a missed opportunity with the GRIC and the use of their land for the eastern alignment.	ADOT is following federal guidelines and a critical point will come when the Draft EIS is ready to be sent for legal review. If the GRIC communicates that they will allow an alignment on their land before legal review, then the document would be required to include an evaluation of this alternative. If such an announcement were to come afterwards, a supplemental EIS may be required to consider the impacts of any alternative alignments that the GRIC finds acceptable.
Method of property valuation	What method of valuation would be used to establish the price?	ADOT would pay fair market value for businesses and residential properties.
Public involvement	Request for the meeting materials in advance of the meeting.	Materials were provided via e-mail following the meeting.
	Question concerning when public comments must be received with regard to the meeting.	A response was sent via e-mail notifying that public comments were due February 24, 2010.

**Table 4. Written comments**

Topic	Comment	Response
Riggs Road	<p>Would like for this “truck bypass” to be considered along the Riggs Road, Beltline, and 51st Avenue corridor. This land has the right-of-way and needed land through the GRIC. This would keep the road away from South Mountain Park, Ahwatukee schools, and neighborhoods.</p>	<p>The primary purpose of the study is not to create a truck bypass, it is to improve traffic mobility in the region by increasing capacity and providing alternatives to allow traffic to bypass already congested routes. The Riggs Road Alternative was studied along with approximately 30 other alternatives suggested by the public. While the Riggs Road Alternative would serve regional mobility needs, particularly of those living in the Maricopa area, meeting this travel demand would not address any specifically identified planning goals for an integrated regional transportation network. The <i>Regional Transportation Plan</i> identifies the proposed freeway as a critical link in the Regional Freeway System, both in completing it and in optimizing overall system performance as well as that of specific existing links such as Loop 202 (Santan Freeway). The Riggs Road Alternative would not complete the loop system as part of Loop 202, thereby causing substantial out-of-direction travel for motorists. The alternative would not be prudent and feasible because it would not meet the traffic needs of the project and, therefore, was eliminated from further consideration. Additionally, nearly two-thirds of this alternative would be on GRIC land. The GRIC’s official position of opposition to a South Mountain Freeway alignment on its land has not changed.</p>
Schedule	<p>What would be the approximate timeline in terms of the department acquiring the land through eminent domain?</p>	<p>The property acquisition and relocation assistance process could begin immediately after the Record of Decision. ADOT would begin working as early as possible with any owners of designated businesses to be displaced and would help the business develop a relocation plan, assist the displaced business to locate potential replacement properties, and provide benefits to the extent allowed by law to cover actual, reasonable moving costs and related expenses.</p>
	<p>What is the department’s timeline for finalizing a plan?</p>	<p>At this time, the study team is working to complete the Draft EIS. Following federal approval for public release of the Draft EIS, a public hearing will be held with an associated 90-day public comment period. Public comments will then be evaluated by the study team and the Final EIS will be developed. This document will be released for a 60-day public review. These comments will then be evaluated and a final decision on the proposed freeway will be made (Record of Decision). While the schedule is still somewhat in flux, a final decision on the project is expected no sooner than 2011.</p>

**Table 4. Written comments**

Topic	Comment	Response
Specific property concerns	Have these plans been approved? If so, what is the projected start date? How will this affect my property (Southwest Village Apartments)?	Since inquiry was regarding a specific property, e-mail was forwarded to ADOT Right-of-Way for response.
	Can you confirm whether my property is within the right-of-way? <i>Commenter provided address.</i>	
	Question with regard to whether parcel is within the right-of-way. <i>Commenter provided parcel number.</i>	
	Is my property within the right-of-way? <i>Commenter provided address.</i>	
Study changes	In 1997, Pecos Road was to be extended via a parkway to 55th Avenue and I-10. Then, the public was told it would instead be a ten-lane bypass. Now, due to cash shortages, the public is being told eight lanes instead of ten lanes. This needs to be done on GRIC land.	The parkway concept, along with others, were studied by ADOT and the study team. However, it was determined that the parkway concept would not meet the projected traffic demand and operational concerns. ADOT and FHWA have been coordinating with the GRIC since 2001. While they have recently agreed to assist in the study of potential alignments, an alignment has not been identified or located at this time. The formal tribal position is opposition to construction of the proposed freeway on GRIC land. Finally, the purpose of this study is not to serve as a bypass, but rather to serve the regional mobility needs within the Phoenix metropolitan area.
Support of freeway	Commenter is in full support of the freeway, but has been waiting since 1994 and doesn't believe that he will see it completed in his lifetime.	No response was requested for this comment.
Transcript availability	The public was directed to court reporters to make comments—when will the transcript be made available?	The content of the transcript has been incorporated into this document. In addition, the following comment methods were provided at the W59 public meeting: comment forms, questions cards, court reporters, and speaking to the study team. The public was also encouraged to send comments via e-mail, telephone, fax, and letter. The court reporters documented only two comments in addition to the questions answered during the question-and-answer session. The comments will also be summarized in Chapter 6 of the Draft EIS.

**Table 4. Written comments**

Topic	Comment	Response
Truck traffic	Why is there no indication of the amount of usage by 16 wheelers? Is the omission of truck traffic intentional?	MAG's regional travel demand model forecasts approximately 10 percent truck traffic on the South Mountain Freeway in 2030. This percentage is similar to the current conditions on I-10 between Loop 101 and Interstate 17 and US 60. This aspect will be discussed in detail in the Draft EIS.

<sup>a</sup> Maricopa Association of Governments

<sup>b</sup> Environmental Impact Statement

<sup>c</sup> Arizona Department of Transportation

<sup>d</sup> National Environmental Policy Act

<sup>e</sup> Interstate 10

<sup>f</sup> Gila River Indian Community

<sup>g</sup> Federal Highway Administration

## 2.10 Telephone Comments

Telephone contact information was included on the project Web site and all informational materials. Twenty-six calls were received by telephone during the comment period. These calls are summarized in Table 5 below.

**Table 5. Telephone calls**

Topic	Comment	Response
Concern for high school on 59th Avenue	Caller was interested in more detail with regard to the alignments and where the on- and off-ramps would be located. He was concerned about the proximity to the high school on 59th Avenue between Dobbins and Baseline roads.	Caller was advised that detailed maps were not available at this time, but that they would be ready and posted to the Web site in March.
Court report	Caller attended the public meeting and was requesting when the court reporter document would be available.	Caller was notified that the document had not yet been received by ADOT <sup>a</sup> , but that all of the information gathered in their report would be included in the Public Meeting Summary.
Opposition to the E1 Alternative	Caller commented that they were sad to see that something that was voted on in the late 1980s was still being pushed through, even with all the opposition of the location. Wanted it on the record that she and her husband were opposed to the location of the freeway on Pecos Road.	Comment noted.

**Table 5. Telephone calls**

Topic	Comment	Response
Opposition to the W101 Alternative	Caller thought that the W101 Alternative had been legally fought and removed from the study as an alternative. She does not want this alignment that would destroy Tolleson.	Caller was notified that the W101 Alternative must remain part of the study and carried forward to meet NEPA <sup>b</sup> compliance. As part of the NEPA process, all action alternatives in the Study Area must be included in the documentation as being previously considered. However, the 59th Avenue Alternative is currently identified as the Preliminary Preferred Alternative in the Western Section.
Public comments	Caller was requesting information as to when public comments were due in regard to the public meeting.	Caller was notified that comments were to be submitted by February 24, 2010.
Public Involvement	Caller requested to be notified of the next meeting date.	Caller was notified that the W59 meeting was being held on February 10, 2010.
	Caller requested information about the date and time of the next public meeting.	Caller was notified about the date, time, and location of the W59 public meeting.
Schedule	Caller was inquiring about the anticipated construction and completion schedule for the freeway	Caller was notified that construction was budgeted for 2015, but that there was no date for completion due to the fact that the build/no-build decision had not been made.
Specific property concerns	Caller owns a home that may be slated for acquisition. He has a question about a "critical issue" regarding his home.	Since inquiry was regarding a specific property, e-mail was forwarded to ADOT Right-of-Way for response.
	Caller requested more detail about the freeway location and its proximity to Liberty Cove Apartments. Specifically, caller was interested in where the alignment would be located in the area of Roosevelt and 59th Avenue.	
	Caller requested detailed drawings of the new proposed changes to review before the public meeting.	
	Caller lives in Laveen and had questions as to where the freeway would be in relation to her home.	
	Caller wanted information as to whether his business was within the right-of-way.	
	Caller lives on 59th Avenue and Lower Buckeye Road. She had questions about hardship and the acquisition process.	

**Table 5. Telephone calls**

Topic	Comment	Response
Specific property concerns (continued)	Caller lives in the Maracay Bridalwood subdivision right off 59th Avenue. She wanted more information as to how she might be impacted.	Since inquiry was regarding a specific property, e-mail was forwarded to ADOT Right-of-Way for response.
	Caller would like if the area that she lives in will be affected by the project.	
	Caller owns property (parcel #30005004D) that at one time was in the South Mountain Freeway corridor. Would like to know if this parcel is still within the proposed corridor.	
	Caller represents Southwest Villages property and would like more information on how this will impact on his property.	
	A second caller on behalf of Southwest Villages property and would like more information on how this will impact this property and when the next public meeting would be held.	Caller was notified that at this time, there were no further public meetings scheduled. Since the call was in regard to right-of-way, she was given contact information for ADOT Right-of-Way for more information.
Study history	Caller wanted to know if the study team had access to master plan map that was done for this freeway in the 1960s. He commented that most of the freeways had been done very logically in the Valley. Not concerned about the eastern portion being located on Pecos Road or on GRIC <sup>c</sup> land. He is not in favor of the 59th Avenue Alternative due to the power lines, buildings, and necessary right-of-way. He is concerned with the traffic interchange at 91st Avenue. He believes that the Loop 101 Alternative would be the best Western Section alignment.	Caller was notified about the restrictions thus far in studying on the GRIC land. The study team evaluated over 30 public alternatives when developing the build alternatives in both the Western and Eastern Sections.
Support for the freeway	Caller wanted his support for the freeway on record. He believes that we need the freeway.	Comment noted.
Toll road	Caller was requesting information about the tolls and whether they would be the same along the freeway.	Caller was notified that the South Mountain Freeway was not currently under consideration as a toll road.

<sup>a</sup> Arizona Department of Transportation<sup>b</sup> National Environmental Policy Act<sup>c</sup> Gila River Indian Community

## 2.11 Meeting Survey Results

A meeting survey was distributed at the public information meeting. The survey contained four questions and a space to provide contact information. A summary of the responses to each question is provided below in Table 6 and attached in Appendix H.

**Table 6. Meeting survey results**

Question 1					
How did you hear about this public information meeting?	Newspaper notice	Postcard	Door hanger	Word of mouth	Other
	2	2	1	—	—
Question 2					
Are there any other ways that you would like to be notified of the meetings?	Responses				
	By mail	Through post office		E-mail	
Question 3					
Did you have any problems hearing the presentation or understanding the material?	Responses				
	No.	No, it was really clear from doorhangers, pamphlets, and the mail.		No, very clear.	
Question 4					
On a scale of 1 to 5, did this meeting help you understand the project?	Responses				
	(2) 5 – extremely helpful		(2) 4 – very helpful		